

BEACON

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NEW TOWER DEDICATED AT HANSCOM FIELD



It was a happy day at Hanscom. You saw it on the faces of pilots, controllers, FAA and Massport personnel. But the most obvious smile was owned by Jim Merageas, retired tower chief, who for the last 22 years, honchoed the training and operation of the tower personnel and patiently awaited the final construction of the new tower.

Bill Risso, Deputy Manager for the Boston National Airspace System Implementation Center, FAA New England, acted as Master of Ceremonies. Bill handled

his duties extremely well, keeping the dedication flowing smoothly.

The ceremony opened with the Honor Guard and The Colonial Brass, Hanscom Air Force Base performing and the melodious voice of Dodie Surrette singing the National Anthem.

HONORED SPEAKERS



Jim Merageas
Former Tower Chief



Chet Curtis
NECN television



Colonel Darrell Jones
USAF, Commander,
66 Air Base Wing



Barbara Patzner
Hanscom Field Airport Director,
Massport



John Pallera
Manager, Boston
National Airspace System
Implementation Center,
FAA New England



John Zalenchak
Manager, Airways Facilities
Division, FAA New England



Tom Davidson
Manager Air Traffic Division,
FAA New England



Amy L. Corbett
Regional Administrator, FAA
New England Region



Steven Brown
Associated Administrator for
Air Traffic Services, FAA

After closing remarks and an impressive ribbon cutting ceremony, the audience was invited for a tour of the new tower facilities. Everyone agreed, the new facilities are highly impressive, boasting some of the newest state-of-the-art equipment available. In fact, the new Hanscom Tower is now one of the most advanced state-of-the-art towers in the country.

John Wraga and Jim Merageas of Cambridge Group, LLC supplied refreshments in the dedication tent for all to enjoy while the Colonial Brass demonstrated their musical prowess, playing tunes that ranged from the swing era to present day melodies.

AT THE HANSCOM TOWER DEDICATION ...



FLIGHT SAFETY AWARD PRESENTATION AT LOGAN.

FAA Flight Standards District Manager (FSDO-01) Janet Malouin presenting Awards to Joseph Guarino for his cooperation and dedication with the Flight Standards mission of safety and to Loise Knox-Cali on her retirement after many years of serving the traveling public.



Barbara Patzner
Airport Director

HANSCOM UPDATE

I think you'll all agree. It's certainly pleasant to see the warm, summer days arriving when we don't have to bundle up and practically walk around with snow shovels strapped to our backs. Without a doubt, this past winter was horrendous, not only in local communities, but also especially here at Hanscom. We got hit with it all; ice storms, snow storms, sleet, rain, frigid cold weather and zero visibilities. Although many airports were forced to close, thanks to our hard-working and tireless crew, we were closed only a few hours at various times.

The inclement weather certainly didn't help our bottom line. Add the extra expenditures required to battle the winter weather to our budget and we will be faced with a deficit of \$2.3 million for the year ending June 30, 2003.

As you know, we have already instituted rent increases to help allay our expenses. Also, Customs is requiring Hanscom to become a user fee airport, which means implementing a cost recovery program for the amount Massport will be assessed for Custom's services. The fees will range anywhere from \$50 to \$310 depending upon the weight of the aircraft. An additional fee of \$75 will be assessed for arrivals one hour before or one hour after normal working hours (Mon.-Fri., 8 am-4pm), and a \$200 fee will be charged for all other after-hours, including weekends.

Landing and parking fees for transient aircraft will also be increased. Landing fees will be applied to all commercial and transient aircraft. For aircraft under 10,000 pounds, there will be a flat fee of \$10-\$15, depending on weight. Aircraft over 10,000 pounds will be charged \$1.50 per thousand pounds. Depending upon the wingspan of the aircraft, new transient parking fees will range from \$8.50 to \$33 for up to four hours and from \$12.75 to \$66.00 from 4 to 24 hours.

We have performed a great deal of work at Hanscom and much still needs to be done. We repaved Echo and Juliet Taxiways and a portion of Tango. We resurfaced/restored the taxiway aprons and are currently repaving the Civil Terminal parking lot to eliminate the pot holes and cracks. When the work is done, vehicles will be parked perpendicularly to the terminal, rather than parallel to the building.

The lighting and signage around Hanscom has been improved and our security enhancement projects are underway with the gates and fencing near the main terminal being constructed. We will also repair T Hangar roofs in rows A, B, C and where needed.

New HVAC heating/cooling wall units will be placed on the Southside of the terminal building on the third floor where needed.

And it won't be long before we will be removing trees on all runway approaches.

As most of you know, the ID Badging program is underway. Of the 800 applications, we have already processed 200. Once you are notified to appear for fingerprinting, you should report to the State Police office located on the first floor behind the AVIS counter. Hours are Wednesdays from 10 AM to 1 PM and Thursdays from 5 PM to 8 PM.

In planning for future winters, Massport is looking to clear snow and ice from runways and taxiways using methods comparable to local towns and highway departments. Traditionally, Hanscom has only used snowplows, blowers and sweepers for snow removal and

FAA approved sand to increase friction. Because Hanscom is at the headwaters of the Shawsheen River, Massport has not used any chemicals.

Over the years, environmentally sensitive products have become available for runway deicing. In recent months, Massport conducted a Deicing Study that was prepared to evaluate the effects of current aircraft deicing and potential airfield deicing.

An analysis by a nationally recognized consultant has shown that the use of sodium formate or potassium acetate at Hanscom would not pose a threat to people, aquatic life or water quality. Concentrations of deicer from Hanscom Field will not adversely impact downstream water supplies for Bedford or Burlington. In addition, the US Fish and Wildlife ranks sodium formate as "relatively harmless" to aquatic life, which is their least toxic material rating.

As applied at Hanscom, sodium formate would have effects comparable to road salt typically applied to roads in the area. Salt is preferred for roads due to its low cost, but FAA prohibits the use of salt on runways and taxiways due to its corrosiveness.

The deicer application area at Hanscom would be less than 1/10 the area of roadways deiced by Lexington and Bedford. Deicing at Hanscom would also be performed much less frequently.

Massport surveyed 4 northeast airports with comparable levels and types of operations (Teterboro, NJ; Morristown, NJ; Republic Airport in Farmingdale, NY; and White Plains, NY). All four airports use various deicing products including White Plains, which is adjacent to a public drinking source.

In closing, let me express my deepest sympathy to the family and friends of Gary Lopez, past manager of the Boston Flight Standards District Office (FSDO). As most of you know, Gary passed away recently. As a former Navy pilot and a long time employee of the FAA, he was a dear friend of aviation and certainly was instrumental in helping many people pursue their aviation careers or avocations. His presence at Hanscom will be sorely missed.

Again, many thanks for your continued cooperation in making Hanscom the great airport it is.

Barbara Patzner, Airport Director

NOTICE TO PILOTS AND AIRCRAFT MAINTENANCE PERSONNEL

**If you see anyone acting suspiciously
on or near Hanscom property,
please call Massport authorities
at 617-212-6592
or State Police
at 781 869-8095.**

If you have news you feel may be of interest to readers of The HANSCOM BEACON, please direct your information to:

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Email: billvc@bellatlantic.net

NEW DIRECTOR OF COMMUNICATIONS AND PUBLIC AFFAIRS NAMED AT MASSPORT

The Massachusetts Port Authority (Massport) has named Carole Brennan to the executive management team as the Director of Communications and Public Affairs where she will oversee the authority's advertising, marketing and media operations as well as community and government relations. The selection ends an almost five-month process during which Massport processed 546 resumes and held extensive interviews.

The new Director of Communications has an impressive list of credentials, which includes a career in journalism, management and government.

According to Massport CEO Craig P. Coy, "Carole possesses a strong management background as both publisher and editor and a real world experience as a reporter. She brings the skills and knowledge necessary to coordinate Massport's vital responsibilities to the public, policy makers, members of the media and our local neighbors."

"As someone who has worked in Boston, Washington D.C. and around the world, her perspective on how we can meet the informational needs of our stakeholders will be essential to our continued success"

Brennan spent the last three years managing the Mayor of the City of Boston's press office where she worked closely with the Mayor on all media matters and advised his Cabinet and department heads on media strategy and related policy. Her position allowed her to interact regularly with national and local media, and manage the mayor's press conferences and media events.

Past positions for Carole include executive publisher for the Community Newspaper Company, where she managed a dozen of the company's papers, and was accountable for the newspapers' profitability

She also spent 10 years working for The Chronicle Publishing Company in various capacities including Director of Business Development for the Worcester Telegram & Gazette, publisher and editor of the Idyllwild Town Crier in California and as an editor, zone chief and reporter in the Worcester area. As a reporter for the Associated Press and the Gannett Company, Inc., Brennan covered events in Boston, throughout New England and the Caribbean.

In addition, she worked on various international media development programs, traveling extensively throughout Latin American and Eastern Europe and lived for a time in the emerging democracy of Moldova, where she helped found a media center for local journalists.

"I am very excited," Brennan said, "about working with the dedicated and talented folks at Massport who are challenged every day to meet the needs of their diverse customer bases as well as their neighbors. It is an exciting opportunity and I am grateful for the trust that Massport has placed in me."

Brennan resides in Boston and holds a B.A. in journalism and English from the University of Massachusetts, Amherst.

BE A GOOD NEIGHBOR. FLY FRIENDLY.

Use AOPA or NBAA noise abatement procedures.



WHATEVER HAPPENED TO KEN FREDERICK

Years ago, there was a popular flight instructor at Hanscom known as Ken Frederick. Everyone respected him because he was always congenial, knowledgeable and there wasn't a thing he wouldn't do to help his fellow pilot.

Many people at Hanscom have often asked, "What happened to Ken?"

Well, we ran into Ken recently in Florida.

Ken learned to fly at Hanscom with Executive Flyers Aviation right after he came out of the Navy's submarine service, where he was stationed on the submarine, USS Sea Leopard, SS483.

Not only was he an excellent pilot, but Ken was also somewhat of a genius when it came to cars. His avocation was cars and he was featured several times on the covers of leading automotive magazines, pictured with the cars he designed and built himself. His real life job entailed the manufacturing of thin film components in the high tech field with a company in Wilmington, MA.

Years later, Ken moved to Florida, where he ran his own high tech company that handled the testing of sophisticated high vacuum systems for both the government and private companies. Among his achievements was the underwater testing of a nuclear reactor for leakage in the Far East, when others refused to accept the dangerous assignment.

Upon retirement, he sold his business and took a position with the Sheriff's Department in Florida and was responsible for their DUI program.

Now fully retired, Ken still hasn't lost his love for flying or building special interest cars. Throughout those working years, he managed to continually build a number of special interest cars that were both esthetically and mechanically state of the art and featured in several automotive publications.

Shown is his most recent work of art along with Bill Cuccinello, the Beacon editor in the driver's seat, with Ken showing him the pre-flight routine of this high-powered "beast".

For those of you who love cars, check out these numbers.

The "beast" took 6 years to build at a cost of over \$60,000.00. It features an 1100 hp engine that at the slightest touch, propels the two riders towards the back like a rocket.

The car is modeled after a 1923 model "T" Ford and includes the following modifications:

- Body is stretched 8 inches and widened 6 inches;
- Extra long wheelbase (122 inches)
- Independent front suspension with rack & pinion steering;
- Narrowed Ford 9 inch rear end with "Top Gun" 4-link suspension, anti-roll wish bone and sway bars;
- 572 cubic inch Merlin block featuring a Callies steel crank,

Oliver rods, J&E pistons, Crane roller cam with roller rockers, Dart aluminum cylinder heads, fluid dampener, Tunnel Ram intake manifold with two BG 650 cfm carbs and Nitros Oxide spray plates;

- JW Performance Turbo-400 transmission with 3500 rpm stall converter; two independent fuel systems and two independent ignition systems;

It really has many additional features too numerous too list, but rest assured, should you drive this car, you'll feel you're rocketing yourself to the moon.

The engine produces approximately 1100 horsepower with a Nitros Oxide system added in case of a sudden toothache.

The license plate is toooooo much. Considering the facts that the car is a Model T and Ken is now 65 years of age, he named the car "Social Securi-T". The Florida tag is 1 BAT (for the die-hard street rod freak, it means 1 Bad Ass T)

In the street configuration, the car is capable of turning the quarter mile in the low 9 second bracket.

For you novices, this is probably boring. For you car aficionados, there probably is no greater high except shooting to the moon.

For you friends of Ken, this is what Ken Frederick is doing these days.

QUESTIONS FROM CUSTOMS INSPECTOR KEN McCaffrey

TRUE or FALSE

Rogers Hornsby was the first National League player to hit 40 plus home runs in a single season?

TRUE. He hit 42 in 1922 for the St. Louis Cardinals.

Who was the first player in major league history to hit 30 or more home runs in a single season for three different teams during his career?

Rockey Colavito (Cleveland Indians – 1958, 1959, 1966)
(Detroit Tigers – 1960, 1962)
(Kansas City – 1964)

US AIRWAYS COUNTER

Shuttle America now provides six flights/day to Trenton, N.J. that connect to Pittsburgh, PA. From there, passengers can fly to any destination in the world.



Shown left to right: Ken Timmins and Deb Phillips, Customer Service Representatives at Shuttle America/Us Airways.

NEW E-MAIL ADDRESS LIST FOR HANSCOM RESIDENTS BEING COMPILED

The Hanscom Airport Operations Department is continually updating its tenant information database. They would like to add your e-mail address to the database, so they can forward notices and important information to you. If you are interested, please forward your e-mail address, as well as any other address and phone number changes, to: beacon@massport.com. This address can be used to report any problems or outages with your T-hangar or tiedown as well.

B-17 "FLYING FORTRESS BOMBER" TO BE ON DISPLAY AT HANSCOM AUGUST 22-24

One of the greatest military planes ever built, the B-17 "Flying Fortress", will visit Hanscom as part of its "Road to Kitty Hawk Tour". The tour has made stops at 33 airports throughout the country.

The *Aluminum Overcast*, as it is called, was built in 1944 and is part of the tour sponsored by the Experimental Aircraft Association (EAA) in conjunction with the celebration this year of 100 years of powered flight.

Since the EAA began the tour, thousands of people have seen, toured or flown in the aircraft.

The airplane's flight crew will be available to answer questions and tours will be arranged for visitors at a slight charge.

The aircraft is painted in the original colors of the 398th Bomb Group and should prove a special treat for those who flew in the B-17 or similar bombers during WWII.

For more information on the EAA, you can visit their website at www.eaa.org.

BOSTON FSDO SAFETY MANAGER STEVENS NOMINATED FOR REGIONAL AWARD.



Bill Stevens, Safety Manager for the Boston Flight Standards District Office (FSDO) was recently notified that he has been nominated for the 2002 Commitment to Safety Regional Award for safety program managers. The prestigious recognition is given under the Flight Standards Recognition System and is commendable since it demonstrates the high regard colleagues hold for his performance in the safety program.

Bill has worked countless hours heading up the Aviation Safety Council, comprised of over 200 safety counselors and has personally presented seminars throughout the Boston FSDO region.

The nomination has been forwarded to Washington, D.C., where it will be entered into the national competition



THERE'S A NEW FACE AT SIGNATURE

At first glance he gives the appearance of being younger than his years of experience reveal. His modest demeanor belies his knowledge and expertise in a field that is not only highly competitive, but also strictly result-oriented.

His name is Larry Jorash and he's the "new kid on the block", recently put at the helm of Signature Flight Support at Hanscom.

After speaking with Larry for a few minutes, you realize that he is no ordinary FBO manager. He's a fast track, hands-on manager who is not afraid to roll up his shirt sleeves and pump gas, if necessary, to satisfy the customer.

He believes very strongly in customer satisfaction. As Larry says, "Signature is a high-end provider, catering to customers who require the best in service. Without a doubt, we emphasize service; it's the key to our business success. In that respect, I don't believe in micro-managing my staff. My people are all well trained and responsible and can normally make the correct decision when called upon. I always suggest they not be afraid to make a decision on their own. If it's wrong, I'll back them. I only ask they learn from that mistake and not make the same mistake again."

Although he spent part of his life growing up in Michigan, his wife's family is from Montreal, one of the reasons he loves working at Hanscom. As he says it allows them ample time to make the short commute to Montreal to spend time with her family.

His career started at Embry-Riddle Aeronautical University where he received a BS in Aeronautical Science. He also holds single and multi engine ratings as well as a Certified Flight Instructor-Instrument license (CFII).

Early in his career he was shop foreman at a turbine engine shop. He then moved into sales and marketing for two years. Later, he became general manager at Smyrna Air Center, Smyrna, Tennessee and six years later, moved to the position of general manager for Signature Flight Support at Bradley Airport in Connecticut.

Recently he was promoted to Area General Manager for Hanscom Field, Bedford, White Plains, N. Y., Logan Airport in Boston and Bradley Airport, Conn.

Area Manager for the Signature Flight Support in these four airports is no small task, but you can already see Larry's signature (pardon the pun) in the making.

Security has been improved. Additional training programs for staff are continually being reviewed and the service program to

customers is being upgraded wherever possible. New merchandising programs have been instituted. At many of their locations, Signature has recently introduced the Hyper Power fuel program for turboprops and jets, whereby volume discounts are given. During weekends, they offer a fifty-cent/gallon discount to all piston aircraft. Although all hangar space is rented, Larry says Signature still has a number of tie downs available for aircraft.

He expects some renovations will be done to the facilities shortly and pilot amenities will be closely scrutinized to find room for improvement.

When asked about the Massport location, Larry said he was impressed with Massport personnel. "They're very cooperative," he said. "The airport is excellent, good maintenance, good tower operators and I think its one of the friendliest environments I have worked at. Massport is also very proactive. They often utilize focus groups to discuss the implementation of programs. They are also well aware that since so many companies with corporate jets rely on the airport to shuttle their personnel back and forth to business meetings, they keep the airport in tip-top condition."

It's obvious. When it comes to being proactive in business, Larry epitomizes the ideal manager. Despite the fact he continually travels to the various airports he manages, he is always in touch with customers and staff. Whether it is by office phone, cell phone or email, he is always reachable. Perhaps that's one of the reasons for Larry's success. He not only talks customer service, he demonstrates it.

Signature Flight Support, a BBA Aviation Company, is the world's largest flight support operation (FSO) and distribution network for business and commercial aviation services. Signature provides fueling, ground handling, passenger services, maintenance and aircraft sales and charters at locations around the world.

200 PEOPLE AT SAFETY COUNSELORS (ASC) BANQUET

If you were one of the 200 attendees at the RENAISSANCE HOTEL in Bedford, MA. last May, you could not help but have a fun time. There was hand shaking, backslapping, hugging and smiles that only an atmosphere charged with conviviality and friendship could bring forth.

It was the 11th annual Aviation Safety Counselors Banquet, a function that not only recognizes people in the aviation industry for their accomplishments, but also allows old friends to catch up with one another.

After the initial cocktail hour that allowed many old time friends to conjure up some extremely humorous flying stories and a sumptuous dinner, the banquet opened with Boston Flight Standards District Office (FSDO) Manager Janet Malouin introducing herself as the FSDO manager and humbly telling the safety counselors how much they are appreciated by the FAA. Obviously, Janet made a big hit with her new friends since she received several standing ovations. After dinner, Bill Stevens, Safety Program Manager, and Jack Donahue, Aviation Safety Inspector, took over the award festivities, giving a brief background on the person receiving the award. Both men kept the awards running smoothly with occasional interesting and humorous highlights about the recipients.

Bill Cuccinello, ASC Safety Program Board Member then awarded the many door prizes and money raffle.

Boston FSDO personnel Margaret Magnifico, who coordinated this successful event, received many kudos for her excellent work.

At the conclusion of the festivities, Mario DeJesus provided music for dancing until 10 PM. Janet Malouin is seen presenting the awards and Steve Klinger provided the photographs.

**2003 ASC BANQUET AWARDS CEREMONY
BOSTON FLIGHT STANDARDS DISTRICT OFFICE
MADE THE FOLLOWING AWARDS:**

2002 Aviation Maintenance Technician of the Year
ROBERT C. PEKRUL

2002 Aviation Safety Counselor Good Friend Award
MARSHALL N. CARTER

2002 Outstanding Counselor of the Year
HENRI W. GAUTSCHI (Operations)
JOHN H. STEIDINGER (Airworthiness)

2002 Best Safety Program Supporter
LEWIS I. OWEN

2002 Safety Spokesperson of the Year
KENNETH J. MACDONALD (Operations)
CHRISTOPHER P. MCNEIL (Airworthiness)

2002 Outstanding Air Carrier ASC
JOHN J. MCCARTHY,
AMERICAN EAGLE AIRLINES, INC., BOSTON

**SUPPORTIVE ORGANIZATION
AWARDS FOR 2002**

American Aero Services, Inc.
MICHAEL DUPONT, PRESIDENT

Chatham Airport Pilots Association (CAPA)
DAVID W. MURRAY, PRESIDENT

Massport Fire and Rescue
CHIEF ROBERT DONAHUE

Fisher Family
DAVID FISHER

Professional Aircraft Maintenance Association
ROBERT L. GOULD, N. EAST REGIONAL DIRECTOR

Rhode Island Airport Corporation (RIAC)
MICHAEL CHESTON, EXECUTIVE DIRECTOR

Rhode Island Pilots Association (RIPA)
DANIEL SCANLON, PRESIDENT

United Airlines
JOSEPH P. TAYLOR, MANAGER,
MAINTENANCE OPERATIONS

Special Recognition
DAREN FISKE



2002 Best AMT Program
Promoter
JAMES R. KIEWEL



David Graham
"Doc" Mosby
John Griffin Jr.



2002 Best AMT Program
Promoter
JAMES R. KIEWEL



2002 Airport Manager of the Year
QUINCY "DOC" MOSBY,
BARNSTABLE
MUNICIPAL AIRPORT



2002 Certified Flight Instructor
of the Year
SUZANNE V. FARMER



2002 Aviation Safety Counselor
of the Year
PAUL L. FALZARANO



The Bruce Pronk Distinguished
Service Award for 2002
DAVID E. FRAWLEY



2002 Best Wings
Program Promoter
STEPHEN C. KLINGER

MBAA AND HANSCOM PILOTS FIRE FIRST VOLLEY AT BOSTON GLOBE EDITORIAL

A Boston Globe editorial appeared April 18th that suggested tighter restrictions on general aviation. The editorial was titled, "Terror from small planes".

It happened when Chicago's Mayor Richard Daley stopped use of a small airport near his downtown by having it bulldozed in the middle of the night. Immediately, it brought to a head one of those donnybrooks that the Windy City is famous for. Many outraged newspaper headlines and legal suits have followed because of his actions.

There was clearly a wide variety of opinion on how to respond to the editorial in the Globe article. After gathering input from MBAA members and others involved in aviation, MBAA crafted the letter that follows. After review, Massport concluded that MBAA's position was a responsible one and offered to co-sign the letter. MBAA agreed with the approach, and the following letter – signed both by MBAA and Massport – was sent to the Globe.

To the Editor:

Your recent editorial highlighting the risk of small, private aircraft raises an important issue. The business and general aviation community in Massachusetts is aware of the risks posed by the potential criminal misuse of private aircraft, just as cars, trucks, and boats have been misused in the past. That's why the aviation community and Massport are working closely on the design of an enhanced security program at Hanscom Field - Logan's general aviation reliever airport. The proposed program, which is nearing implementation, will include replacing the existing perimeter fence with new 8-foot-high fencing, controlled vehicular access, and Massport-issued photo-identification badges (requiring 10-year criminal background checks) for all pilots, maintenance and support personnel, and others with access to the airport's controlled areas. Indeed, we believe this program represents a model of public-private cooperation that other general aviation airports throughout our nation should want to emulate and the Transportation Security Administration should adopt and fund.

As our society crafts new security restrictions, whether for aircraft, automobiles, trains, or office buildings, we must remember the tradeoffs.

In this instance, business and general aviation contribute tremendously to our economy. The Massachusetts Aeronautics Commission and Massport estimate that the Commonwealth's general aviation airports contribute more than \$1 billion in annual economic activity. As the commercial airlines have trimmed their routes; they have left Boston with far fewer daily departures and communities such as Worcester with no commercial service at all. Now more than ever, Massachusetts' businesses - both large and small - benefit from the use of private aircraft to move people, products, parts and equipment around quickly and efficiently. Private aviation acts as a business accelerator and plays a key role in helping to make our companies more nimble and competitive in the global economy. Private aircraft are also used to help the sick and needy, as in air ambulance flights and transportation of critical organs for life-saving surgery.

As we combat terrorism, we're also engaged in a battle to reinvigorate our economy and preserve other benefits of our free society. The Boston Globe recognizes the vital role general aviation plays in our economy and the importance of both Logan and Hanscom as transportation centers for New England's businesses.

Let's focus on practical actions.

Sincerely,
John I. Williams, Jr.
President, Massachusetts Business Aviation Association
www.massav.org

Thomas J. Kinton
Director of Aviation
Massachusetts Port Authority

NEW AVIATION BUSINESS ASSOCIATION FORMED AT HANSCOM

A number of Massachusetts-based businesses with aviation interests and resident aircraft owners who fly both for business and personal reasons have formed a new organization called the Massachusetts Business Aviation Association (MBAA).

Since the terrorist attacks of September 11, 2001, various forces, government agencies, and circumstances have combined to put business and general aviation in jeopardy.

The purpose of the non-profit association is to protect, promote and advocate the interests and needs of business and general aviation within the Commonwealth of Massachusetts.

The association will address and respond to issues impacting the Massachusetts business and general aviation community including safety, security, operational effectiveness, community and government relations, and environmental concerns.

The MBAA will solicit new members from corporate flight departments of Massachusetts-based companies, air charter companies based in Massachusetts, from owners and employees of businesses located at any of Massachusetts' 44 public-use airports, as well as from owners of the fleet of approximately 2,700 private aircraft based within the Commonwealth. The MBAA will develop and support public-interest programs for its members and advocate on their behalf on issues affecting the safe and productive use of aircraft and airport facilities in and out of Massachusetts.

The president of the MBAA is John I. Williams, Jr. Williams is Vice Chairman of Sentient Jet, a private jet membership company based in Norwell, MA. He earned his pilot's license at Hanscom Field in Bedford 20 years ago and is now commercial pilot and owner of a private aircraft based at Hanscom.

"Business and general aviation have long been a key contributor to the economic well-being of the people of Massachusetts," Williams said. "The airports in our state, from the smallest to the largest, are just as critical as our highways and railways in meeting our transportation and economic development needs. The commercial airlines have cut back their flight schedules, inconveniencing millions of business travelers and leaving communities such as Worcester with no commercial flights at all. Now more than ever, regional, national and global businesses based in Massachusetts need a vibrant private aviation sector to compete in the 21st century, as nimbleness can make the difference between success and failure; between more jobs and more layoffs.

"Leaders within our state's business and general aviation sector need an organization through which we can come together in

support of our common needs, educate others about the contributions of private aviation to our state's general welfare, and advocate for improved safety, security, efficiency of operation as well as environmental awareness."

Other MBAA board members and officers include John T. Cooney, Director of Aviation for Liberty Mutual Group, headquartered in Boston; Fred Gevalt, President of the Air-Charter Guide based in Cambridge; Larry Jorash, Area General Manager for Signature Flight Support's locations at Boston Logan Airport, Hanscom Field, and Bradley International Airport (in Windsor Lockes, CT); Edward H. Kammerer, an attorney with the law firm of Edwards & Angell; and Bradford ("Ford") vonWeise, a vice president of business aviation finance with GMAC Commercial Finance in Bedford. The MBAA will work closely with the National Business Aviation Association (NBAA), based in Washington, DC, as well as the Aircraft Owners and Pilots Association (AOPA), based in Frederick, MD. Both of these organizations advocate on behalf of private aviation nationally. Mr. vonWeise is the AOPA's Airport Support Network representative for Hanscom Field. "We at NBAA are fully supportive of the MBAA," said Dean Saucier, the Northeast representative of NBAA. "We look forward to collaborating with this new organization in furtherance of our mutual goals."

More information about the MBAA is available at the new association's website, located at: <http://www.massav.org>.

NEW ENGLAND STATE AWARDS PRESENTED AT ANNUAL ACONE MEETING

The Aero Club of New England (ACONE) held its annual meeting in celebration of aviation April 24th at the Sheraton Lexington Hotel.

A large overflowing crowd attended, not only to hold its annual business meeting, but also to commemorate a number of people and organizations that have contributed much to aviation.

The aviation community has always been regarded as a warm and friendly community, bent on fostering the professionalism and safety in aviation. It certainly was obvious at this gathering.

The expressive crowd exuded with friendship and camaraderie and the applause was overwhelming when speakers presented the individuals with awards for their respective work in the field.



2003 ACONE Winners and Representatives

Reading left to right: David Faile Jr., Hannah McCarthy, John Roach, Chet Motyka, Dick Roberti, Gene Bielecki, Leo Boyle, & Clayton Thomas MD

David Graham, President gave some interesting highlights about the organization and the wonderful work that ACONE has done. Dave Margolis, outgoing president, along with a number of other speakers also spoke about the superb efforts put forth by members who gave so freely of their time to advance the cause of aviation.

Dr Gary Kearney, who did an excellent job as emcee, may have found a new vocation. In addition to keeping the event running smoothly, he delivered some very amusing quips that had everyone in hysterics. We now know that if the good doctor decides to retire from medicine, his new calling may be stand-up comedian.

Audience members are still rollicking over some of his one-liners.

Among the recipients receiving awards were:

Presidential Medal: John Roach –

For his numerous contributions to military and civil aviation and lifelong devotion of introducing the youth of America into the world of aeronautics.

Honored Member: Chet Motyka –

In recognition and appreciation of his many contributions to aviation and aircraft maintenance. It was with great respect that the membership of the Aero Club of New England bestowed upon him the title of Honored Member.

Connecticut State Award: David H. Faile Jr.

For tirelessly and fearlessly championing general aviation in Connecticut and the New England Region, protecting the rights of pilots, enhancing flight safety, and improving public understanding of aviation.

Maine State Award: Leo Boyle

In recognition for his vision and effort in establishing the Maine Aviation Historical Society and his life long enthusiasm for the preservation of Maine's Aviation Heritage.

Massachusetts State Award: Clayton Thomas MD

For recognition of his significant contributions to the development and advancement of hot air ballooning and ballooning safety in the New England and the Northeast United States.

New Hampshire State Award: Daniel Webster College

For the dedication and leadership displayed by the college through its professional staff, faculty, and alumni. Their efforts have placed New Hampshire in the forefront of aerospace education, and have had a lasting and impressive impact on aviation in the region.

Rhode Island State Award: Eugene Bielecki

For recognition of lifelong dedication to aviation as flight instructor, pilot examiner, and FAA safety counselor, providing extraordinary service to the Rhode Island pilot community.

Vermont State Award: The Roberti Family

Mary Roberti, her late husband Edmondo, and their sons John and Dick for over 50 years of outstanding service and leadership of the Vermont aviation community. The Roberti family's operation of the Vermont Flying Service at Montpelier's Knapp State Airport since 1946 has made a positive and lasting impact on the lives of many Vermont and New England pilots.

The Aero Club of New England was formally chartered by the Commonwealth of Massachusetts on December 9 in 1907, but aviation annals reveal that the history of the organization predates that historic occasion by five years, when it was organized on January 2 1902, nearly two full years before the Wright brothers made their epochal flight at Kill Devil Hill!

The Aero Club of New England is, in fact, the oldest aeronautical club in existence in America, and the second oldest in the world, predated a year by the Royal Aero Club of London, an offshoot of the Royal Automobile Club.

The Club charter enables members to enjoy functions that are

both fun and educational and makes a consistent effort to observe trends that might unfavorably change aviation.

Incidentally, if you'd like to join ACONE, you need not be a pilot or aircraft technician; just possess an interest in aviation. For further information contact Reese Dill, Chairman of the ACONE Membership Committee at t6dill@aol.com.

ACONE publishes an annual yearbook containing the roster of members who include some of the most notable New Englanders involved with aviation. You can be included by contacting the membership chairman.

AROUND HANSCOM

If you're wondering what happened to Cessna N234TH, the 182 owned by **Tom Harvey** that was seen constantly flying in and out of Hanscom, Tom has made like a typical "snowbird" and taken his "bird" to Florida. Tom purchased a home in Fort Lauderdale and is working out of his Florida office. However, he expects to make monthly trips back here to visit his Hanscom friends.

Michael Goulian made another dramatic appearance at the Sun 'N Fun show in Lakeland, Florida recently. Anyone from Hanscom who attended the air show certainly walked away feeling proud. At times the show seemed to stagnate with too many similar aerobatics, but when Michael took to the skies, the entire airfield crowd suddenly became energized. As he danced his aircraft through loops, tailslides, end-over-end tumbles and his famous Suicide maneuver that even veteran pilots could not believe possible, the entire crowd went wild, screaming with excitement and applauding every dramatic maneuver. No doubt about it. When Michael flies, he puts Hanscom on the map.

Bradford von Weise deserves a pat on the back. He was recently named VOLUNTEER OF THE MONTH by the Aircraft Owners and Pilots Association (AOPA) for his splendid work as the AOPA Airport Support Network volunteer for Hanscom. "Ford" has worked tirelessly, attending meetings with local communities and Hanscom and continually offers suggestions and help to the airport community. Both **Joe Dini** and Ford manage GMAC at Hanscom, a large aircraft finance operation.

Congrats to **Shelia Bauer**, National Program Manager for Aviation for the FAA. Shelia recently was awarded the Strikler Aviation Education Leadership Award. The award was presented by the National Coalition for Aviation Education (NCAE). The prestigious award is given to candidates who demonstrate a lifelong commitment to the field of education and space. Nobody deserves it more. For years, Shelia worked tirelessly in the education department for the FAA before being promoted to the high level position of National Program Manager. Both Shelia and her husband, Jeff, are pilots and active members of ACONE.

Speaking of **Jeff Bauer**, will the real Jeff Bauer please stand up? At the recent ACONE banquet, Jeff was called upon to speak. Upon appearing at the lectern, nobody recognized him. They thought the speaker was an imposter who was posing as a young Jeff. Noticing the quizzical look on their faces, Jeff explained to the audience he had shaved off his beard. Amazing! Everyone thought it was a son of Jeff's.

There's something exciting going on at the **Cambridge Group, LLC**. To mark the 100th anniversary of flight, the Cambridge Group, LLC plans to recognize the past and present New Englanders who help shaped the first century of aviation. Here's your opportunity to nominate the person you feel contributed the most to aviation. Nominations must be submitted to the Cambridge Group by August 1, 2003. Selections will be chosen by an aviation

committee in early September and selectees will be honored at a gala function in December. Nominations must include a short bio of the nominee. Send your nominations to Cambridge Group, LLC, P.O. Box 685, 160 Hanscom Dr., Bedford, MA 01730.

Paul Costello, a board member of the Aviation Safety Group of New England, mentions that a free sample download of WeatherClip™ is available from the Aviation Safety group of New England web site at www.airsafety.org. With a wireless device, WeatherClip™ retrieves real-time weather data. For pilots who don't wish to pay high prices for on-the-spot weather updates while flying, it might be a program worth checking out.

It was just 50 years ago in May 1953, **Jacqueline Cochran** put an F-86 Sabre Jet into a dive from 45,000 feet to become the first woman to break the sound barrier. Cochran, a former beautician, passed away in 1980 but held more speed, altitude and distance records than any other pilot.

Tom Hoban, President of East Coast Aviation is wearing a big smile these days. They have just delivered their first Raven II helicopter. The two lucky buyers are **Harry White** and **Fred Ruland**.

The New R44 Raven II is the much talked about High Performance R44 that is a derivative of the proven R44 helicopter line. The aircraft is equipped with a fuel-injected, angle-valve, tuned-induction, IO-540 Lycoming engine which produces substantially more power and gives the Raven II greater altitude performance, more payload, and increased speed. The configuration is also available as an IFR Trainer, Newscopter, Police Helicopter, and Clipper II. The new fuel-injected engine provides higher power for better performance and eliminates the need for carburetor heat. The engine is derated to 245 HP for 5 minutes, and 205 HP maximum continuous rating, to assure a longer life, and lower cost of maintenance. Overall, the Raven II provides a 100 lb increase in the R44's gross weight and increased IGE and OGE hover ceilings, while eliminating the carburetor and carburetor icing problems. Another major enhancement is the reduced noise level of the Raven II. The helicopter features redesigned main and tail rotor blades. Both sets of rotors are fitted with noise attenuating blade tip caps that decrease flyover noise by 1dB. "Rotorheads" might find it fascinating to talk to Tom about this new series of Robinsons. His phone number at East Coast is 781-274-0105.

Bob Doppler, President of Aviation Electronics says the new Apollo CNX80 is a must see piece of equipment. It features a high-resolution color display, a Wide Area Augmentation System (WAAS) GPS navigator, a built-in VHF Nav/Comm, and the ability to control a remote Apollo transponder.

Bob also mentions it's the world's first panel mounted WAAS navigator approved by the FAA and is loaded with the most advanced features ever developed for a GPS based navigator. It provides full lateral guidance on all procedures and approaches from takeoff rotation to landing flare. In addition, CNX80 introduces voice messaging and audio alerting, certainly a welcome addition to single-pilot cockpits. For more information, you can call Bob at 781-274-7070.

If you've heard or read about the story in the Newburyport, MA Daily News newspaper recently concerning a young, six-year old boy who has taken the city by storm, you'll understand why **Ken MacDonald's** chest has been puffed out lately. The boy is **Max Reid**, grandson of Ken. It seems the little lad got frustrated with all the littering going on around the town and decided to start his own clean-up campaign. After meeting with school authorities for their approval and enlisting his own peer group for the clean up, he and

his group went to work on their "Litter Club" campaign and the Daily News decided to do a feature story on Max and his group. Even the Newburyport Chamber of Commerce got into the act by giving Max an award for his thoughtful action. Who says young people don't have a voice in government?

The Boston Flight Standards District Office (FSDO) has a new member aboard. **Paul Falzarano** is joining the FSDO as Operations Safety Inspector. Paul will certainly be a helpful addition to the group. He's worked as a corporate pilot and flight instructor for many years and certainly knows his way around the rules and regs.



MEET THE CREW FROM AVIATION ELECTRONICS

Top Row left to right: Bob Doppler - Jim Judd

Bottom Row left to right: Nancy Cormier - Doug Fields - Jeff Alexander
Mike Rondeau

Here is your once-in-a-lifetime opportunity to fly in one of America's most famous military airplanes, the B-17 Flying Fortress!

The "Aluminum Overcast", the EAA Aviation Foundation's B-17 Bomber will be on display at Hanscom August 22-24. Tours and flights will be available at a charge.

